

1.0 Introduction

In 2007, as a result of SAFETEA-LU federal surface transportation legislation, the USDOT Statewide and Metropolitan Planning Regulations required additional considerations within transportation plans. States are required to prepare Strategic Highway Safety Plans (SHSP) while MPO LRTPs are required to include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPO contained in the SHSP. These requirements have continued under TEA-21 and MAP-21. MPOs are required to consult as appropriate with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation, concerning the development of the LRTP.

2.0 State Highway Safety Plan (SHSP) Linkage

Georgia's SHSP identifies problems, strategies, and proposed solutions to reduce motor vehicle crashes and fatalities for the State of Georgia. To decrease highway fatalities in the future, Georgia recently adopted a goal of continuously reducing crash fatalities through 2014 from the 1,122 experienced in 2011. For the period covered by the plan this means keeping highway fatalities below 1,122 per year between 2012 and 2014. Table 1, taken from the GDOT 2012 SHSP, shows recent annual highway traffic fatality statistics for Georgia.

The statewide fatality rate was 1.19 per 100 vehicle miles traveled in 2009. Georgia's SHSP has adopted the "4 E's": engineering, enforcement, education and emergency medical services to reach the 2012 plan's goal. In addition, Georgia's SHSP incorporates strategies from existing highway safety plans developed by other agencies in Georgia.

Table 1
GEORGIA TRAFFIC DEATHS: YEARLY TOTAL & COMPARISON
GDOT Office of Traffic Safety & Design • Wednesday, December 28, 2011

Type of Fatality	TOTAL		Year-To-Date		2011 YTD Change	
	2009	2010	2010	2011	#	%
Interstates	196	171	150	151	1	1%
Other State Routes	528	536	488	483	-5	-1%
Local Routes	574	543	484	481	-3	-1%
* Pedestrians	155	168	143	120	-23	-16%
* Car-Trains	4	5	5	3	-2	-40%
* Motorcyclists	117	118	104	135	31	30%
* Bicyclists	16	15	13	12	-1	-8%
Total	1,298	1,250	1,122	1,115	-7	-1%

* Included in Total

Source: 2012 Governor's Strategic Highway Safety Plan

Georgia's Strategic Highway Safety Plan focuses on Key Emphasis Areas (KEA) to reduce fatalities. These areas are:

- Occupant Protection

- Serious Crash Type
- Aggressive Driving/Super Speeder
- Impaired Driver
- Age Related Issues
- Non-motorized User
- Vehicle Type
- Trauma System/Increasing EMS Capabilities
- Traffic/Crash Records and Data Analysis
- Traffic Incident Management

Based on the Key Emphasis Areas identified in Georgia's SHSP, the areas most relevant to the Warner Robins MPO are Serious Crash Type and Traffic/Crash Records and Data Analysis. Serious crash types are identified as: intersections, lane departure, head-on and cross median crashes, minimizing consequences of leaving road, and work zones. According to the Georgia SHSP, serious crash types are the most common category of fatal crashes in Georgia. Of all fatal crashes in Georgia, approximately 25% involved intersections and 56% involved lane departures. Strategies that the SHSP identifies as future opportunities include reducing the frequency and severity of intersection conflicts through geometric design improvements, widening and/or paving shoulders, and applying traffic calming measures to reduce speeds on high-risk sections.

The "Strategic Plan for Traffic Records Improvement" a part of the "State Traffic Safety Information System Improvement Grant" identified over \$9 million of needed system improvements pertaining to data systems automation. Georgia plans to use National Highway Traffic Safety Administration (NHTSA) Section 408 grants to enforce the strategies of the traffic/crash records system. Strategies that the SHSP identifies as future opportunities are local and statewide open roads and quick clearance policies supporting 90-minute clearance goals, improved accident investigation technology, and the continued generation of additional support for traffic incident management enhancement.

The Warner Robins MPO staff undertakes a program to reduce accidents, injuries, and fatalities. Accident reports are received on a monthly basis from the Centerville, Perry, and Warner Robins Police Departments and Houston County Sheriff's Office. The accident data is recorded on a computerized database, tabulated and organized into an accident data report. The report includes the Top 100 WRATS, County and City accident locations by number and type of accident, property damages, and number of injuries and fatalities. In addition to gathering and analyzing accident data, roadways are examined for low cost traffic operational improvements. These operational improvements include safety projects within the existing right-of-way. Emphasis is placed upon improving situations and locations, which demonstrate a potential for high risks. The Georgia DOT conducts annual traffic counts on selected roadways and supplies this new data to the MPO for compilation. The MPO Traffic Signal Analyst conducts special counts to augment GDOT counts to determine the volume of traffic produced

by major generators, to determine needs for various control devices, and to focus on ways to meet transportation needs by using existing transportation facilities more efficiently.

The SHSP is a statewide safety plan that provides a comprehensive framework for all safety-related activities in Georgia. This strategic planning document identifies goals and objectives. Many benefits are realized when the efforts and resources of responsible safety partners and stakeholders come together. The purpose of aligning the Georgia SHSP's goals with the Warner Robins MPO's existing safety planning and programming processes is to ensure that coordination improves the safety of the entire statewide transportation system.

3.0 Environmental Mitigation

The four attached maps illustrate the long-range transportation improvements located in the WRATS urbanized area in conjunction with groundwater recharge, wetlands, pollution susceptibility areas, and the location of cultural and historic resources. The MPO consulted the Joint Comprehensive Plan for Houston County and Cities of Centerville, Perry, and Warner Robins in the creation of these maps. Although no areas within the Warner Robins Area Transportation Study (WRATS) are currently identified as potential environmental concerns, future impacts could be possible, especially concerning wetlands and cultural and historic resources. The MPO staff will consult the Potential Planning Level Environmental Impacts & Mitigation Measures discussion provided by the Georgia Department of Transportation's Office of Planning as guidance for screening the urbanized area through the consultation of interested parties. These interested parties include federal, state and tribal land management, wildlife and regulatory agencies. Potential mitigation measures used by the MPO to address impact areas include:

- Adopt air quality element/general plan air quality policies/specific plan policies
- Local alternative fuels program
- Design modifications so that impact on archaeology is avoided
- Develop educational activities to educate public about archeology and prehistory/history
- Design modifications to the project to avoid or complement the historic property
- Landscaping to reduce visual impact
- Creation, restoration, enhancement, and/or preservation of wetlands

Construction is limited in flood prone or unstable soil areas and wetlands are replaced at a ratio determined by the Army Corps of Engineers. The MPO staff also examines alternative transportation routes so as to avoid the disturbance of environmentally sensitive areas. A Land Use Plan element is included in the Long Range Transportation Plan (LRTP), which presents the residential, commercial, industrial, public/institutional, transportation/communication/utilities, agriculture/forestry, and undeveloped/vacant land use categories through a corridor area perspective.

Figure 1 – Significant Groundwater Recharge Areas

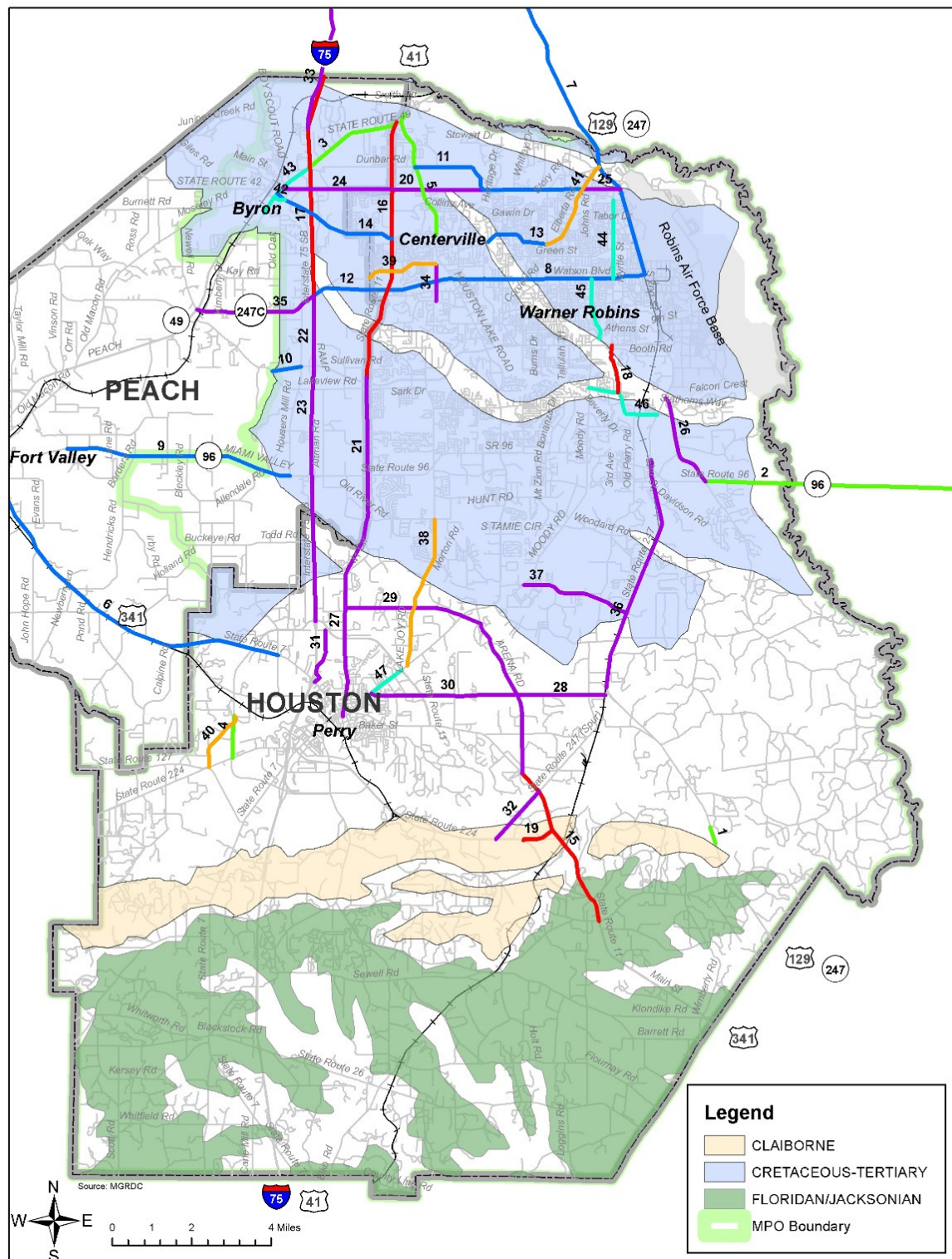


Figure 2 - Wetlands

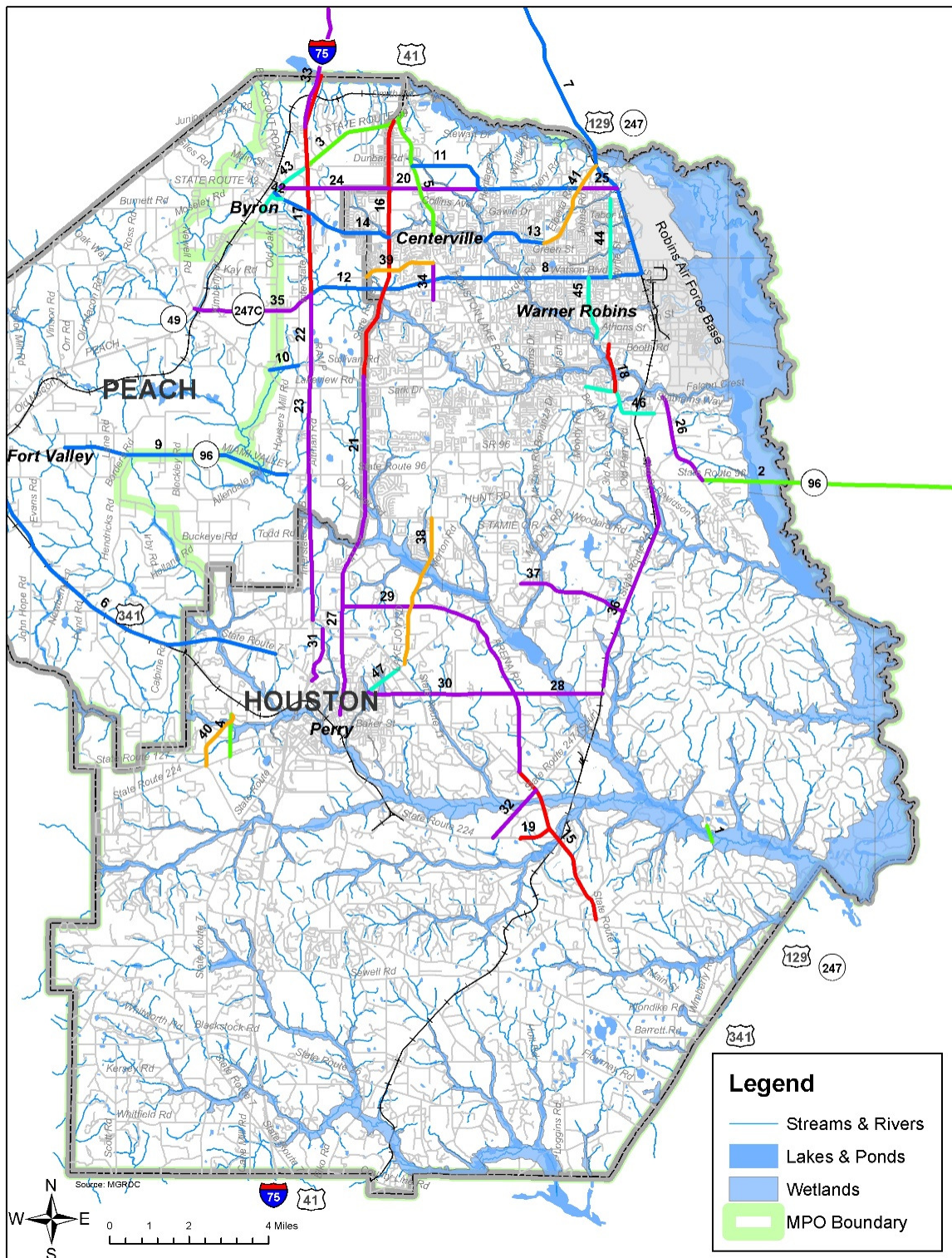


Figure 3 – Pollution Susceptibility

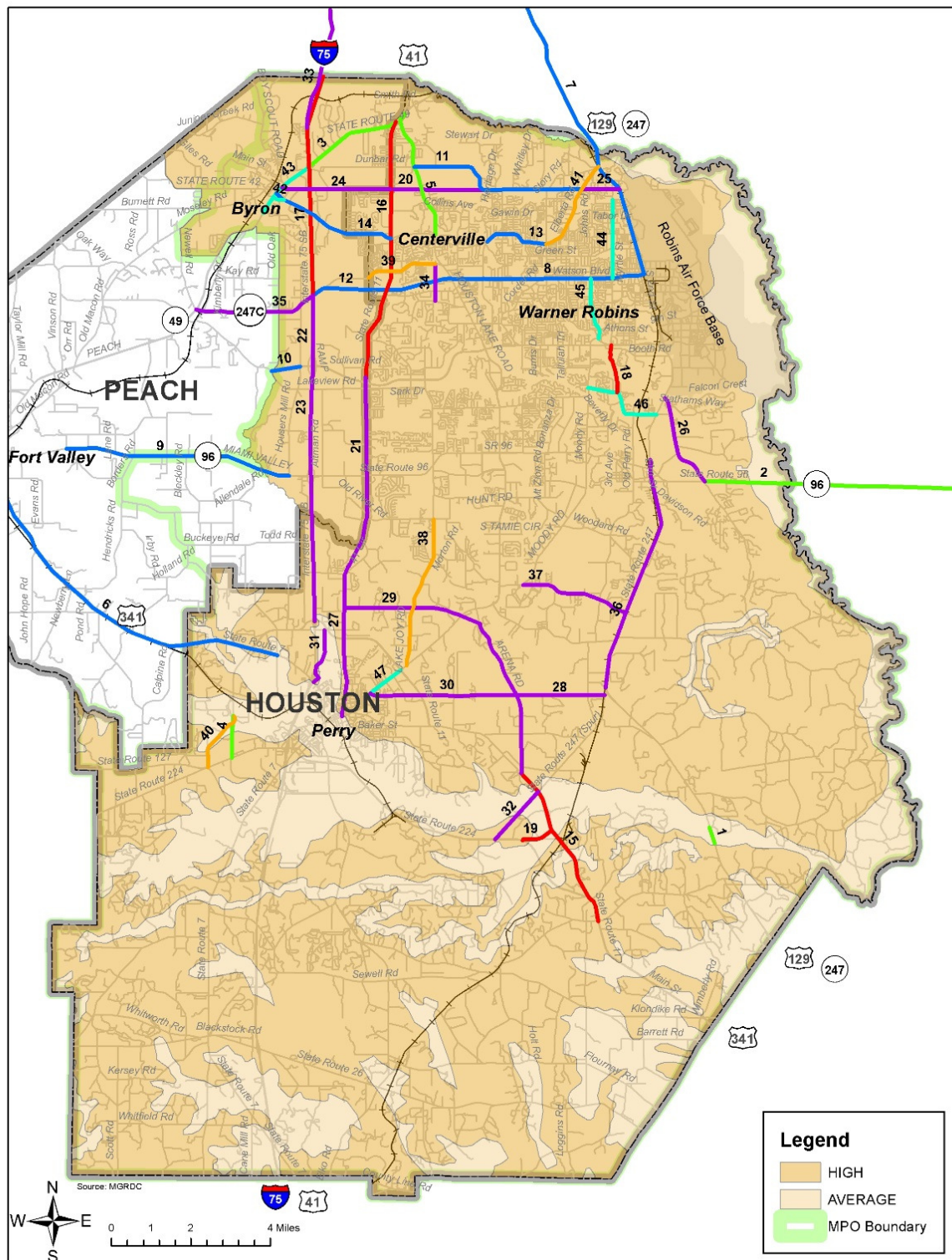


Figure 4 – Cultural and Historic Resources

